

LOUISVILLE EVENING BULLETIN.

VOLUME 6.

LOUISVILLE, KY., MONDAY EVENING, FEBRUARY 9, 1857.

NUMBER 111.

EVENING BULLETIN.

PRINTED AND PUBLISHED BY
PRENTICE, HENDERSON, & OSBORNE,
THIRD STREET, BETWEEN JEFFERSON AND GREEN.

SUBSCRIPTION PRICES.—In ADVANCE.—Daily Journal \$10; Country Daily \$6; Tri-Weekly \$5; Weekly \$3; Evening Bulletin \$5, if mailed \$4; Weekly Bulletin \$1.

CLUB PRICES.—In ADVANCE.—5 Country Dailies or Tri-Weekly \$25; Weekly—1 copy two \$5; 2 copies 1 year \$5; 6 copies \$15; 12 copies or more \$1.50 each. Weekly Bulletin—11 copies for \$10.

Papers sent by mail are payable in advance.

When the Daily, Country Daily, or Tri-Weekly is to be discontinued (paid in advance at the time subscribed for), the subscriber must order, otherwise it will be continued, at our option, until paid for and stopped, as has been our custom.

If not paid, it must be paid at the time of discontinuance, or our option, if party in good, it will be sent until paid.

Rentiments by mail, in "registered" letters, at our risk.

RATES OF ADVERTISING IN THE LOUISVILLE EVENING BULLETIN FOR REGULAR ADVERTISERS.

One square, 10 lines	One square, 10 lines
Do, each additional 10 lines	Do, each additional 10 lines
Do, two months	Do, three months
Do, one week	Do, four months
Do, two weeks	Do, six months
Do, three weeks	Do, twelve months
Standing card, four lines of less per annum	\$15 per annum
One square, changeable week, per annum	40 per annum
Do, do, two times per week per annum	60 per annum
Do, do, three times do do do 100 per annum	

Each additional square, one-half the above prices.

Advertisements published at intervals—\$1 for first insertion, and 60 cents for each subsequent one.

Announcements—\$1 for each name.

Advertisements not marked will be inserted one month, payment exacted.

Early advertisers pay quarterly; all others in advance, and commercial, newspaper, theatrical, circus, or similar advertising, not published by the year.

Advertisements for charitable institutions, fire companies, ward, and other public meetings, and such like, half-price.

Marriages and deaths published as news. Obituaries and funerals.

Editorial notices and communications, inserted in editorial column and intended to promote private interests, 20 cents per line; these only inserted at the discretion of the editors.

No communication will be inserted, unless accompanied by the real name of the author.

Steamboat advertisements—25 cents for first insertion and 12 cents for each continuance; each change condorded a new advertisement. Standing advertisements for regular packed for a period of not over six months, \$12 for one to 60 for one thousand dollars.

Advertisements inserted only in the Evening Bulletin will be charged half the above prices; if inserted in Daily Journal and continued, after first insertion, in the Evening Bulletin, one-fourth above prices.

Advertisements kept on the inside of the Journal are charged an extra 25 cents.

ADVERTISING RATES.—In WEEKLY JOURNAL.—Each square (10 lines or less) first insertion, \$1.00

Each continuance, 75 cents

Advertisements continued in the Weekly Bulletin, if they are continued also in the Evening Journal, will be charged for at the rate of 10 cents for each continuance; if not continued in the Journal 20 cents.

Written notice must be given to take out and stop advertisements of yearly advertisers before the year expires; otherwise we shall charge full price.

No contract of yearly advertisements will be discontinued without previous notice to the author, and any charge he makes for less than one year at the yearly rates.

MONDAY, FEBRUARY 9, 1857.

STATE AID TO RAILROADS IN KENTUCKY.—Rapidity and regularity of intercommunication between communities, States, and nations is in the present age the admitted condition precedent of progress and prosperity. All civilized communities agree in giving to this statement something of the force of a politico-economic axiom and every day's experience makes its truth more clear and indisputable. Communities, cities, States, and nations advance in wealth and general prosperity in proportion as they realize the practical importance of this axiom.

The Railroad and the Electric Telegraph, as invented and perfected by modern science, are the leading instrumentalities in developing the practical importance of this truth. The first named of these is, however, for obvious reasons, the great motor power of modern progress, and may be said to pave the way for the necessity of the second.

Theoretically, the people of Kentucky (or at least a majority of them) admit the importance of this axiom, but, practically, they have as yet but a dim perception of its pre-eminent and paramount importance; consequently, we are falling far behind our sister States in the outward signs and manifestations of progress and prosperity. With our splendid climate, our prolific soil, our advantages of location, and our inexhaustible mineral resources, we are relatively retrograding in population and wealth, and no small portion of the capital of Kentucky is seeking investment in States whose internal improvements are rapidly and systematically carried forward.

The people of Louisville are at the present time sensibly and keenly alive to the importance of some movement that shall turn the tide again in their favor. The citizens of Louisville and of the State have made great personal sacrifices and imposed upon themselves a heavy burden of taxation in order to increase their trade and commerce. They have furnished the greater portion of the means used in the construction of the two roads which have their terminus in this city. They have also stretched out a much needed helping hand for the assistance of the road terminating on the other side of the river. So far they have only followed the dictates of an enlightened self interest. How much further Louisville ought to go, or, indeed, can go, in developing a system of improvements of which the entire State will to a certain extent receive the benefit, is a question to be discussed hereafter. At present, the point to which public attention is called is this: The State of Kentucky must adopt a more liberal and comprehensive policy in reference to her system of railroads, or be content to hold a position economically and commercially inferior to her sister States. We cannot keep up in the race of progress while we fold our arms and lay upon our ears.

The State of Virginia is setting us a glorious example. Within the past few years she has laid by her abstractions, so far as State policy is concerned, and in her sovereign capacity is giving material aid to her railroads. In a few years her hills and valleys will be covered with a net work of railroads and canals.

Missouri, which has not inaptly been called the daughter of Kentucky, is already in advance of her mother State in the race of material progress. The credit and other resources of the State have been largely employed in the prosecution of her extensive system of railroad intercommunication, and Missouri is to-day advancing in population and wealth more rapidly than any of our Southwestern slaveholding States. The State of Tennessee has undoubtedly the most equitable and carefully-guarded general law on this subject of railroad aid of any of the Southern States. Under the beneficent operation of this law, she is steadily pushing forward her system of railroad improvements, and, together with Virginia, bringing these improvements to our very borders. It is for Kentucky to say whether she will fill up the only remaining link in the chain of railroad improvements that ought to bind these two last-named States together; especially is it for the people of Louisville to say whether that link

when completed, shall include their city within its folds.

It is a favorite maxim of many that the slow progress made in the construction of railroads in Kentucky is attributable to a want of individual energy and enterprise among our citizens. The States of Illinois, Iowa, and Wisconsin are pointed to as examples to us in this matter of pushing forward our system of railroads, but the fact is overlooked that the liberal grants of public lands made to these States by the General Government gave the first and most important impulse to their railroad enterprises. The people of Kentucky are not wanting in energy of character, nor are they deficient in public spirit. The difficulty is, that, with us, these valuable characteristics are not employed in the right direction. Let the people of Kentucky once become thoroughly convinced of the necessity of a more liberal policy on the part of the State in this respect, and there will be no want of energetic action.

It is a somewhat remarkable fact that in Kentucky no important public improvement has been commenced and completed without either national, State, or municipal aid.

In olden times the State assisted in the construction of turnpike roads. The Portland canal was finished by the General Government. The slack-water navigation improvements on the Kentucky, Barren, and Licking rivers were undertaken entirely by the State. Our first railroad enterprise fell into the hands of the State for money borrowed. The city of Louisville has furnished the larger portion of the means used or to be used in the construction of the Nashville and the Frankfort railroads. The city of Lexington has a large interest in the Covington and also in the Frankfort and Lexington roads, and the city of Maysville has also loaned both money and credit to the road connecting her with Lexington. It will thus be seen that there is no important public improvement in the State, other than those strictly municipal, that has been completed by the use of private capital alone.

In connection with the facts just stated, let us look for a moment at the actual condition of the railroad enterprises in the State completed and in progress. The Louisville and Frankfort, the Lexington and Frankfort, and the Covington and Lexington roads are finished. These roads meet their expenses and pay the interest on their bonds, but earn nothing for the stockholders, nor are they likely to do so until the system of railroads of which they form only a part shall be completed. The Maysville road has fallen into the hands of the mortgagees. The Henderson and Nashville road is progressing at a snail's pace. The Louisville and Nashville is dragging its slow length along, waiting to dispose of its securities, and the Lexington and Big Sandy road is at a dead stand still for want of means.

With this exhibition of facts as to our railroad improvements in this State, the question presses itself upon every citizen of Kentucky, but more especially upon every citizen of Louisville: What is the remedy for this state of things, and what course of State policy ought we to adopt? To these questions there is but one practical answer. Kentucky must profit by the experience of her sister States and adopt their policy so far as that policy has been unquestionably beneficial in its character. We cannot rely alone on municipal and county bonds. Such securities have about them no odor of nationality or sovereignty, and are easily depreciated in value. The State of Kentucky must at once adopt a policy worthy of herself, by passing a general law, with comprehensive and carefully guarded provisions, similar to that now in operation in the State of Tennessee, and public attention should be aroused to a thorough discussion of this subject, so that when the Legislature shall again assemble they may be prepared to act intelligently on the matter.

(For the Louisville Journal.)
"CASTLES IN THE AIR."
There's a beautiful city, in a region of light,
Where the hue of the sky is unchangingly bright—
Where the soft breeze of summer is ever afloat,
And the song-bird is trilling her liveliest note;
Where the sunlight grows softly subdued as you gaze,
Like the warm mallow tints of the rich, autumn haze,
When it hangs on the hills, if the days are too bright,
Like the mist in the eyes, when the heart's full of light.
There the rarest of flowers are forever in bloom,
And the whole air is filled with the richest perfume;
With a rich starry beauty their bright heads uplift,
When the humming-bird kisses them, flitting so swift;
And you eagerly list for a soft dewy voice,
That you feel must be hushing the blossoms rejoice,
Till the heart-cells are filled with the sweet words so glad,
And you think that the soul there can never be sad.

There are palaces grand, in this region of light—
They are gorgeously beautiful, charming the sight,
And one is so spacious, the towers are so high,
You are thinking, sometimes, that they touch the blue sky;
And you roar through the corridors ancient and dim,
Where there floateth the strain of a glad triumph-hymn,
Sung by artists and poets and sculptors around;
Then from marbles and paintings a strain sound,
With rich music words melting, floats over Death's pyres,
While Ambition lights up Fame's wild beacon fires.

Yet another there is, far more beautiful still,
And 'tis built with rare grace and most exquisite skill;
With the roses of joy all its portals are wreathed,
In its columns and pillars warm heart-thoughts are sheathed,
And a staircase of light leads to galleries grand,
Where the fountains of pleasure bubble up at command,
Yet for all this it needeth no magical art,
When Love is the talisman ruling the heart.

But I never can picture the grandeur that crowds
Round the beautiful city we build in the clouds,
While the gardens are glittering with bright hopes untold,
Till they vie with the gardens of Babylon old;
And we drink in their beauty surpassingly bright,
The sad heart is filled with the wildest delight;
Oh! life there is naught, can he naught half so fair,
Oh so sweet, as the castles we build in the air.

WAESAW, KY.—HATTIE HEATH.

REVIVAL.—Some ten or fifteen persons have united with the Methodist church at Sheppardsville, Ky. The meeting is conducted by Rev. Mr. Gooch, the circuit minister, assisted by Rev. Messrs. Owen and Henderson, of this city. We learn that it is a general work. All seem to be more or less identified with and interested in the revival.

Henry H. Howard has been elected Chief Engineer of the New York Fire Department by a plurality of 274. The whole number of votes cast was about 2,600. The office is worth \$3,000 per year, and is a position of commanding influence.

"Independent," of the Philadelphia North American, thus moralizes upon the drooping fortunes of Walker:

The great law of eternal justice may be postponed, but it must sooner or later fulfill its mission. A weak nation cannot be invaded, its towns sacked, its property pillaged, its people murdered, and its rights outraged, without provoking wrath and retribution. The blood of innocent victims cries out for vengeance, and it is to be fulfilled, that they who live

in the sword must perish by the sword.

This is no doubt the kind of sermonizing with which, if Walker fails, as is not impossible, the world will be regaled to satiety. Yet it requires but little reflection to perceive that shabbier or trashier sophistry was never flung after a sinking hero.

In the first place, as we have said before, the inhabitants of Nicaragua do not constitute a nation, in any fair interpretation of the term. If they do, so did the natives of this continent whom our fathers far less ceremoniously supplanted, and so do every tribe or congeries of savages in the remote wilds of the earth. In the second place, as we have also said before, it is a gross mistake or misrepresentation to say that Walker invaded Nicaragua, sacked its towns, pillaged its property, murdered its people, and outraged its rights generally. On the contrary, he notoriously entered Nicaragua at the earnest solicitation of the people themselves, and, under existing forms, at once addressed himself with signal spirit and vigor to the task of establishing a permanent government for their benefit. And, notwithstanding his indisputable errors and general lack of discretion in civil affairs, he has, in the teeth of all perils, faithfully prosecuted this task up to the present moment.

If the result shall prove, as we apprehend, that he has not prosecuted it successfully, the fault will lie in his evident want of administrative ability and the excessive debasement of the people rather than in the criminality of his motive. On the other hand, if he should still succeed, and stranger things have happened, undoubtedly mankind in general, and especially his present detractors, would find no manner of difficulty in ranking him among the very tallest benefactors of the race.

And this is the upshot of the whole matter. It is simply the old injustice of estimating actions by the event. The world expects nothing better from the multitude, but it surely has a right to expect something better from the thinking few.

NEW YORK ADVERTISING AGENCY.—We have had for some years transactions with Messrs. S. M. Pettingill & Co., of New York, who have acted as our agents in procuring advertisements and making collections. In our long business intercourse with these gentlemen we have always found them prompt and reliable; and it affords us no little satisfaction to thus testify to the honorable, energetic, and faithful character of their services. To our friends of the country press who may require an agent in the commercial metropolis of the Union, we take pleasure in recommending this firm. We feel sure that they will experience at the hands of Messrs. S. M. Pettingill & Co. all that we have said in their commendation. In our estimate of this agency, we find that the leading papers throughout the country heartily concur.

The Richmond Enquirer, whose belligerent junior, we believe, recently figured a few months ago in the small courts of Southern Europe, is very severe on Theodore Fay, the American Minister at Berne. In the course of an abusive notice of that gentleman, the Enquirer says:

Without conscious dignity or self-respect, he subsists upon the smiles of his superiors.

If this is true, Mr. Fay, who by the way is an excellent Democrat, most certainly never drew any vital support from the smiles of his Virginia critic.

EXHIBITION OF THE HIGH SCHOOL.—It will be seen by the advertisement in this morning's issue that on Wednesday, Thursday, and Friday nights the pupils of the Male High School will be examined at the College building on Ninth and Chestnut streets. The exercises promise to be of a very interesting character. It is expected that Mr. Geo. W. Anderson, President of the Board of Trustees, will deliver a short address concerning the condition of the public schools.

SERIOUS FIRE IN CUBA.—On the 20th ult., at 2 P.M., a fire broke out in one of the largest foundries of Cuba at Cienfuegos, called "The National," and notwithstanding all exertions of the firemen, and crew of a brig of war, nearly the whole concern was burnt down. It was said to be insured to the amount of \$120,000.

COUNTERFEIT.—A new counterfeit \$50 bill on the Southern Bank of Alabama has made its appearance. Between the signatures should be a dog, instead of a steamboat, as in the counterfeit; and instead of the word "fifty," printed on the right end, the figures "50" should appear on the upper right corner of the same.

MORE CAMELS ARRIVED.—A New Orleans dispatch of Jan. 30th says the U. S. storehouse Supply, Commander Porter, has just been telegraphed at the Southwest Pass, from Smyrna, with forty-one camels on board—all of which were brought over without difficulty and in good health.

With the change in the weather the morals of the city have measurably increased. During Saturday and Sunday there were no arrests, save of a few drunken Irishmen who were making merry on the levee over the death, birth or marriage of some of their friends.

FAILURE IN WORCESTER.—The Worcester Bay State announces the failure of Henry S. Washburn & Co., the extensive iron and wire manufacturers in that city. The failure, it is said, is likely to prove a bad one.

Mr. Keitt, the intimate friend of the late Preston S. Brooks, and participant in the Summer assault, is confined to his bed with the identical disease of which Mr. Brooks died. The coincidence is singular.

Last Monday week the workmen on the Stewart tunnel, on the Lexington and Big Sandy railroad, obtained an opening through it for the first time, after months of labor and toil.

WATCH FOUND.—A handsome gold watch has been found, and may be obtained of Mr. Ehrich, at the office of the Chief of Police.

RIVER AND STEAMBOAT NEWS.

The river was at a stand until Saturday evening, when it commenced rising, and up to last evening had risen eight inches, making nine and a half feet water in the canal, and about six feet on the falls. Several boats went over the falls yesterday. It commenced raining on Saturday afternoon, and during the night turned to snow. Yesterday morning the ground was covered with it. The weather since has been quite cold.

The ice was running quite heavy yesterday, but did not prevent the running of boats. Quite a number have arrived and departed, as will be seen from our list. The ferry-boat has also been running during the last two days.

The Chancellor was the first boat up. She reached Portland about 1 o'clock on Saturday, and her arrival was announced in the Evening Bulletin of Saturday.

The Woodford arrived about dusk, and the Pete Whetstone, Diamond, Rainbow, Bonita, and others yesterday. The Bonita, it will be remembered,

Portland about 1 o'clock on Saturday, and her arrival was announced in the Evening Bulletin of Saturday.

The R. M. Patton, Capt. Barnard, is on her way up from Paducah, with 1,300 bales of cotton. The Patton is a sternwheeler, but beats a good many sidewheeler.

The steamer Chicago, from Cincinnati bound to Pittsburg, is sunk at the foot of Captiva. She belonged in Pittsburg and was insured there for \$10,000.

Two barges laden with coal for

A. J. MORRISON & CO.,
IMPORTERS AND WHOLESALE DEALERS IN
SADDLERY HARDWARE,
AND MANUFACTURERS OF
TRUNKS, HORSE COLLARS, BRIDLES, HARNESS,
AND
Engine, Steamboat, and Garden Hose,
&c., &c., &c.,

Main Street, between Sixth and Seventh, above Louisville Hotel, Louisville, Ky.

THE above articles, and many others not enumerated, are of our own manufacture, made out of the best materials, and in point of workmanship, elegance, and durability of finish will vie with any made in the United States. Persons in want of a superior Trunk of beautiful finish are invited to inspect our stock before making their selection. Increased advantages offered to the trade, and pecular inducements extended to cash purchasers.

A. J. MORRISON & CO.

COAL! COAL!

WE have completed our arrangements to secure regular supplies of Coal by the Jeffersonville Railroad until the opening of navigation. Our prices, by the single carload, are as follows:

Clark County..... 40 cents per bushel; Indiana Square Lump..... 45 do do do; Evansville..... 50 do do do.

In all cases where more than one load is wanted, we wish one or two days' notice, as the supply is regulated by telegraph according to the demand, and do not intend to have any left over.

W. H. CRITTENDEN,
Third st., opposite the Post-office.

MEDICAL BAGS,
A FINE ASSORTMENT,
Also

TRUNKS, CARPET BAGS, and VALISES,
AT C. PROAL'S,
jan 30 & b6m 70 Third street.

To my Customers.

In consequence of the late fire on the 1st inst., by which my store-house and a greater part of my stock were burned, I was compelled to seek another and more convenient place. I therefore beg leave to inform my friends and customers that I am now ready to see them as heretofore at my new location in Bostard's building, No. 440 Market street, near corner of Fourth, north side. My stock of

Gents' and Ladies' Shoes and Boots
For the fall and winter wear will be complete in a very few days. I shall still endeavor to merit the patronage in my new location heretofore so generously bestowed by the citizens of Louisville and surrounding country.

1/17 & b

SAM'L P. SECOR.

BANKING HOUSE of HUTCHINGS & CO.,
Corner of Main and Bullitt streets.

WE are receiving as one per cent. Tennessee currency the following Free State Banks:

MERCHANTS' BANK, Nashville;

BANK OF NASHVILLE, do;

BANK OF THE UNION, do;

CITY BANK, do;

BANK OF COMMERCE, do;

TEADERS' BANK, do;

BANK OF CHATTANOOGA, Chattanooga;

NORTHERN BANK TENN., Clarksville;

do; do; do; HUTCHINGS & CO.

JOHN H. HOWE,

SIGN, HOUSE, AND FANCY PAINTER, IMITATOR

of all kinds of Wood and Marble. Mixed Paints, Glass, Vases, &c., for sale.

Time and trouble to suit customers both as to rates and times of payment.

1/17 & b No. 312 Green street, first door east of Fourth, Louisville, Ky.

1/28 & b

COAL! COAL! COAL!

THE subscriber, thankful for the patronage extended to him by his friends and the public generally, respectfully informes them that he has just opened a COAL YARD and OFFICE, on the 1st inst.

CORNER OF NINTH AND GREEN STREETS, where he is prepared to fill all orders for Pomeroy and Pittsburg Coal at the lowest market price.

For Officers on the west side of Third street, between Market and Jefferson, and Fulton, between Preston and Floyd streets.

1/13 & b

JOS. ROBB.

HOW IS IT?

EVERYBODY wants once of TROXEL'S beautiful ANTIQUE CLOTHES, and the different hangings gotten up by artists to deceive the public attracted considerable attention, but now they have ascertained how easily it is to be humbugged even by a name, as all the pictures made on glass in Louisville except at Troxel's Gallery are not hermetically sealed, not so beautiful.

Clothes and managers are particularly invited to call before going elsewhere.

Instructions given in the art for \$30.

Also, rights for sale in Kentucky.

W. L. TRONEL, Ambrotypist,

Main st., between Second and Third, over House of Priests Telegraph Office.

1/10 & b

C. S. MALTBY'S OYSTER REPOSITORY,

No. 62 Third st., bet. Main and Market.

RECEIVING DAILY PER EXPRESS FRESH OYSTERS in LARGE and SMALL CANS.

Also, Spiced Oysters, Pickled Oysters, Cavi Oysters, Fresh Lobsters, Pickled Lobsters, Sardines, Pickles, Ketchups, &c., &c.

JOHN A. McLAUGHLIN, Agent for C. S. Maltby.

1/3 & b

COAL! COAL!

THE subscriber, thankful for the business heretofore extended to him by his friends and the public generally, respectfully informes them that he has just opened a COAL YARD and OFFICE, on the 1st inst.

Youghiogheny Coal, that is warranted to be what it is represented.

He also keeps the best Pittsburg Nut Coal, delivered to any part of the city for 9 cents per bushel, used by some of the first families; none better for steam.

Also, an office on Market street, between Sixth and Seventh.

1/28 & b

E. F. LEEZER.

VOGUE & KLINK.

MANUFACTURING JEWELERS and

Wholesale Dealers in Watches, Clocks, and fine Jewelry, at Eastern Prices, No.

73 Third street, near Market, Louisville, Kentucky.

Great care taken in setting Diamonds in all descriptions of Jewelry, and done with dispatch.

N. B.—Watches and Jewelry repaired in a very superior manner.

1/17 & b

WALKER'S EXCHANGE.

THE undersigned, having sold his Exchange and Restaurant Hotel to Messrs. Cawein & Kohlhepp, takes this opportunity to return to his friends and the public for the generous support extended to his establishment for the last twenty years, and would recommend his successor as being worthy of their patronage.

Respectfully,

W. H. WALKER.

1/10 & b

HAVING purchased from W. H. Walker the above popular establishment, we solicit a share of that patronage so liberally extended to our predecessor. We will conduct the business in its original liberal style and elegance, under the firm of

JOHN CAWEIN & CO.

REMOVAL.

We have removed our FINISHING and

PIANO WARE-ROOMS to the corner of Main and Sixth streets, Reynolds' new block.

Entrance on Main street, also on Sixth, in rear of same.

Factory corner of Fourteenth and Main streets.

1/24 & b

PETERS, CRAGG, & CO.

PETERS, CRAGG, & CO.

PIANO-FACTORY and FURNERS.

Having increased our facilities, we are now enabled to turn out from ten to twelve Pianos per week. We would respectfully inform our wholesale and retail purchasers that we hope for the future to be able to supply the increased demand for our instruments.

As regards the merits of our Pianos we would respectfully refer to the fact that we have the best in the market.

RECENTLY THE manuf. of our Pianos were reduced to the maximum when placed in competition with the Premium Pianos of New York and Boston, and the Finishing and Piano Warehouses corner of Main and Sixth streets.

Factory corner of Fourteenth and Main streets.

1/24 & b

PETERS, CRAGG, & CO.

Mrs. Holmes's New Book.

LENA RIVERS, by Mary J. Holmes, author of *Tempst and Sunshine*, Price \$1.

The Night Watch, or Social Life in the South, by a Louisville Author, Price \$1.

Recollections of a Lifetime, or Men and Things I have Seen—Historical, Biographical, Anecdotal, and Descriptive, by S. G. Goodrich, 2 vols., Price \$3.

The Adventures of a Roving Diplomatist, by Henry Wickham, Author of "My Courtship and its Consequences," Price \$1.

Married Too Late; a tale, by George Wood, author of "Modern Pilgrims," Price \$1.

Just received and for sale by

CRUMP & WELSH, 84 Fourth street, near Market.

1/29 & b

FURS—A few sets of Stone Martin and Fitch Furs in store and for sale at cost by

PRATHER, SMITH, & CO., Main st.,

1/24 & b

FURS—A few sets of Stone Martin and Fitch Furs in store and for sale at cost by

PRATHER, SMITH, & CO., Main st.,

1/24 & b

W RITING DESKS, PORT-FOLIOS, W. W. TALBOT'S.

W RITING CASES at [1/14 & b]

JOHN CAWEIN & CO., Third street.

Ladies' and Misses' Furs at Cost!

PRATHER, SMITH, & CO., 84 Main street, are closing

out their stock of Furs at cost.

Those in want of cheap and elegant Cases, Victoria, Mink, and Cuffe are invited to visit their establishment and procure a set of Furs at Eastern cost.

1/14 & b

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JOHN CA

EVENING BULLETIN.

Hon. Henry Winter Davis, the distinguished American member of Congress from Baltimore, was married on the 27th ult., to Miss Nancy H., daughter of John B. Morris.

INDIANA LEGISLATURE.—Among the proceedings of the Indiana State Senate on Friday were the following:

By Crane, that until the final action of the Senate is had, the name of the Senator from Clark shall be called whenever the names of other Senators are called.

The resolution was tabled by 25 yeas to 18 nays.

By Hosteller, a bill to enforce that part of the constitution which prevents the immigration of negroes and mulattoes into the State, and to provide a penalty against all persons in any manner connected with such immigration, unless ample security is provided.

From this morning's Journal.]

THIRTY-FOURTH CONGRESS—SECOND SESSION.

Saturday's Proceedings.

WASHINGTON, Feb. 7.

Senate.—Mr. Weller, from the committee on Military Affairs, reported back, with amendments, the House bill for increased pay of the officers of the army. He will ask its consideration early next week.

Mr. Bigler presented nineteen memorials from merchants and others of Philadelphia, praying the adoption of measure for increasing the trade between the United States and Africa.

Mr. Seward presented three memorials from the same city on that subject. Referred to the committee on Commerce.

Mr. Toombs presented a memorial from General Shields and other citizens of Minnesota, setting forth that although that Territory contains 200,000 inhabitants, yet it has hitherto received no grant of lands, in conformity with the policy of government to grant lands upon certain conditions to new States, for railroad purposes. They set forth that, three years ago, Congress made a grant to Minnesota for railroads, but of consequence of the unwarrantable interference of persons whose interests were not identified with the Territory, the grant was subsequently repealed.

At the last session there was another application to Congress for aid, but the constant and pertinacious influences foreign to the good of the Territory had prevented action on this application, while many other States were made recipients of the bounty of government. At the present session Minnesota again presented her claims, and while the House committee of Public Lands were maturing a bill for her benefit, a cry of fraud was raised against the measure. Without wishing to impugn the motives of any person, they beg leave to say that so far as Minnesota and her citizens are concerned, they invite the most rigid scrutiny into each and every act, and are constrained to believe that outside monied and other influences, over which they had no control, have endeavored to make the necessities of Minnesota an opportunity to speculate on the liberality of Congress, and the vital interests of that young and vigorous Territory.

Mr. Toombs said this petition presented a curious state of things. He had given careful attention to it, and thought it well worthy the consideration of Congress.

The inhabitants of Minnesota have been made the sport of outside speculators. Their just rights ought to be respected, and their request is reasonable that grants of land ought to be made to the Legislature, subject to their own future disposition, instead of designating particular companies. He introduced a bill making grants in accordance with the prayer of the petitioners, which was referred to the committee on Public Lands. Adjourned.

House.—Mr. Grow gave notice of his intention to obtain, on Tuesday next, a vote on the bill to repeal the laws of Kansas.

A bill appropriating \$2,500 for the completion of a capital building for Utah came up, when Mr. Dunn wished to know whether the people of that Territory were not living in violation of the laws of the United States, and in public contempt of good morals and the religion of the civilized world?

Mr. Grow said the committee on Territories had been governed by estimates from the Treasury Department.

Mr. Merrill reminded the House of the fact of the passage of a resolution calling for information relative to the people of Utah, but that no response had yet been made to the inquiries, though correspondence on that subject is on file in the Department. Bill laid aside, with recommendation that it do not pass.

A bill appropriating \$50,000 for completing a capital building at Omaha was discussed.

Mr. Letcher had seen it stated that the Legislature of Nebraska intend to remove the capitol; if so, there is no necessity for this appropriation.

Mr. Chapman replied that it was true that a bill for that purpose passed, but was vetoed by the Governor, and is now considered entirely lost. The place to which they sought to remove the capitol was unknown, and it was supposed there was not a citizen within twenty miles.

Mr. Grow explained that \$50,000 had already been drawn for the Kansas capitol.

A bill for completing the Nebraska capitol, and one of similar character for New Mexico, passed; also a bill appropriating \$30,000 for roads in Nebraska.

The House perfected a bill, appropriating \$300,000 for the construction of a wagon road from Fort Kearney, in Nebraska, via the South Pass of the Rocky Mountains, to the Eastern boundary line of California, near Boney Lake—said road to connect with and form the extension of a road already authorized from Ridgeley to the aforesaid South Pass.

Also a bill appropriating the sum \$200,000 for the construction of a wagon road from El Paso to Fort Yuma, at the mouth of the Gila river; and \$6,000 for the construction of a wagon road from Fort Defiance, New Mexico, to Colorado river.

Pending the question of its passage, the House adjourned.

NEW YORK, Feb. 7.

Mr. Eckel, Mrs. Cunningham, Mr. Snodgrass, and the Misses Cunningham, were brought before Judge Brady this afternoon on writs of habeas corpus. Judge Brady remanded Eckel to prison for complicity in the murder of Dr. Burdell. Mrs. Cunningham, for a like reason, was remanded to the custody of the coroner. Mr. Snodgrass and Misses Cunningham were discharged, the Judge ruling that a coroner has no power to hold persons as witnesses for council.

DETROIT, Feb. 7.

Two attempts were made last night to fire the German Hotel, on Lainé street. At the second attempt, the incendiary, Jacob Christy, was shot and has since died.

The recent thaw and rains have swollen the streams hereabouts. There has been no serious damage.

CINCINNATI, Feb. 7, P. M.

The river is falling slowly. Weather warm and cloudy.

CLEVELAND, Feb. 7, P. M.

The river remains gorged and bottom lands submerged. There have been serious losses of flour, grain, and lumber, but no estimate of the amount can be made. The water-works engine house was drowned out. Shipping unhampered.

WASHINGTON, Feb. 7, P. M.

The Potomac river is open. The Aquia creek boat starts Sunday morning and will continue her trips regularly.

NEW YORK, Feb. 7.

Steamer Alps arrived to-day from Havre, whence she sailed Sunday, January 25th. She brings one day's later advices, and \$225,000 in specie. Consols in London on Saturday closed at 98 1/2 a 93 1/2.

The Russians had occupied several Islands of the Caspian Sea.

The Persians were concentrating their forces on the eastern frontier of the empire. The Cabinet of Teheran are invoking the people to zeal in the holy war against the British.

Haar Markets, Jan. 21.—Cotton dull, and holders willing to sell. Sales to-day 600 bales; yesterday 650 bales. Market closed with declining tendency. Breadstuffs steady.

WASHINGTON, Feb. 7.

Col. Wm. D. Merrick, of Charles county, Md., formerly U. S. Senator, died here this morning at an advanced age.

LATER AND FAVORABLE FROM WALKER.—The following is a dispatch dated New York, Feb. 5.

By information received through Gen. Cazneau, from a gentleman who arrived on Wednesday morning, via Havasu, from California, it appears that when he was at San Juan, on the 21st ult., he stopped there for a few hours, and had a conversation with Mr. Scott, the Nicaragua Transit Company's agent, informed him that a steamer in first rate condition was about to start up the river with between two and three hundred men, to take possession of the fort held by the allies, about two hundred miles up.

General Cazneau's informant also had a conversation with Col. Kinney at Greytown, and learned from him that he had received word from Walker about six days previous that there was great dissatisfaction among the allies, and that the Costa Ricans were deserting largely to Walker.

From the New York Herald of Thursday.

THE LATEST NEWS FROM WALKER.—*His disposition to Capitulate Denied.*—We have received intelligence by the Cahabwa, which differs very materially from the accounts sent to this city from New Orleans.

Mr. Stagers, the United States mail agent, was the only passenger in the Canada who landed at Greytown. He was informed by the U. S. Consul that the Costa Ricans had never occupied Greytown, as reported, nor had they come in the vicinity of the city. The commander of the English fleet, which is cruising in the neighborhood of this port, notified the inhabitants that they must preserve order, and that if a drop of white blood was shed on an Englishman or American injured, he would immediately interfere and punish the offenders. The English naval force at this station is composed of a three-decker, a steam-sloop, and two gun-boats—an armament sufficiently large to cause the commander's threat to be regarded. The Consul also stated that Colonel Lockridge, who is stationed immediately opposite Greytown, had received news from Walker, who was still at Rivas, a distance of 155 miles. What the purpose of it was he did not know, but it was rumored that in combined movement was to be made by Walker and Colonel Lockridge, to regain possession of the steamers and re-establish their power on the river. Fears were expressed that the Costa Ricans would rather burn the vessels than allow them to be captured.

Capt. Scott was busily engaged in fitting up a steamer to attack the vessels. He had four pieces of artillery on hand and was so well provided in this respect that he declined the offer of an American captain of a merchant vessel to give him a cannon. The steamer was fitting out at Point Arenas, a narrow sandy strip of land that juts out into the bay opposite and about seven and a half miles from Greytown. Col. Lockridge is at this place with 217 men, in good condition and with ample military stores. Gen. Wheat, and several recruits by the James Agnes, are with him. The provisions are those that were sent from this city, and the soldiers declare that the New York bread and bacon are excellent, and very palatable. The prospect was very cheering for the Americans. They were daily expecting a reinforcement of 400 men from New Orleans in the steamship Texas, which left that place on the 29th of January, and in all probability arrived about the 1st of February at Greytown. They were reported to be able bodied young men, with plenty of arms and provisions to keep them for some time. As soon as they arrived, the three forts in the mouth of the Serapiqui were to be attacked, and doubtless by this time there has been hard fighting.

The communication was kept open with Gen. Walker, by some of the native runners, to and from a certain point in the lake. They use what is known as a bungo in crossing the lake, and so far Col. Lockridge has been thoroughly posted in reference to the wishes of Commander-in-Chief. Walker was still at Rivas and the story that he thought of capitulating is pronounced a sheer fabrication, manufactured out of whole cloth by the Panama Company, who spread these reports for very obvious reasons.

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